Union.

"LIBERTY, THE UNION, AND THE CONSTITUTION."

CITY OF WASHINGTON, WEDNESDAY MORNING, JUNE 2, 1852.

CONGRESSIONAL. DEFERRED DEBATE.

FRIDAY, MAY 28, 1852. [CONCLUDED.]

The anendment was concurred in.
The PRESIDEN I, (Mr. Masgust in the chair) All
he amendments made as in committee of the whole
have been acted upon, except one that was passed over

It is in pursuance of an estimate made by the depart-

ment, and the appropriation is the exact amount recommended.

The amendment was agreed to.

Mr ATCHISON. I am instructed by the Committee on Indian Affairs to propose an amendment:

"For the payment of annatites, and the transportation of the same to certain tribes of Indians, in accordance with the seventh article of the treaty made at Fort Laramie on the 17th day of September, 1851, 860,000."

I will barely state that I have offered this amendment with the approbation of the Committee on Indian Affairs, and that I also submitted it to the chairman of the Committee on Finance and to another member of that committee, and they all approved it. I have a communication from the Commissioner of Indian Affairs, and a letter from Fitzpatrick, the agent of these Indians, which, if necessary, can be read, both showing the absolute necessity of making the appropriation.

Mr. GEYER. I was going to retain the limit of the property of

This dock is now nearly completed, and will shortly, as I understand, be transported to California. It will be some time before a pier, or a basin and railway, can be constructed in connexion with it. If a pier is constructed, it will take but a short time, and I presume it will be ordered at the present assaion. The object of the amendment which I now propose is to authorize the Secretary of the Nawy to lesse this dock upon certain terms. The amendment is:

ure; and in view of the necessities of the commercial marine of the bay of San Francisco, I think it nothing more than right that the Secretary of the Navy should have power to lease this dock to gentlemen who will give sufficient security for the return of the same whenever it is needed by the Navy Department, and whenever the site for a navy-yard shall be selected. It seems to me, therefore, sir, that there can be no reasonable objection to this amendment. It has been well considered by the honorable senstor from Rhode Island, [Mr. Clarke,] who placed it in my hands; and if the government can, without any detriment whatever to the public service, necive fifty thousand dollars a year for the use of this amend this bill as to authorize the Secretary of the Navy to permit the commercial marine to use this structure, the torenment receiving proper compensation therefor. I hope, therefore, that if will pass.

Mr. BADGER. Mr. President, I offered an amendment when this bill was in committee, for the purpose of making some provision for the security of this dock, which I subsequently withdraw upon objection being the measure in such a manner as to be proper and right; and I think when the manner as to be proper and right; and I think when the

general navy appropriation bill comes up, the senstor from Pennsylvania and myself will be able to arrange an amendment, with the aid of the honorable senator from California, which will meet the exigencies of the case. The dock will not be delivered until next fall, and we will have ample time to make this provision in the naval appropriation bill. I think, however, that the provision suggested by the honorable senator from Pennsylvania is in a some respects liable to objection; and I will state to the Senate the reason why I think it is so. This floating drydock in California originated in a provision made in the warval appropriation bill of September, 1859, in these words:

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if we can receive a large sum in return for the use of the structure, without any detriment to the public service, it seems to me that we ought not to hesitate a moment in doing so.

Mr. BADGER. Mr. President, it is entirely unnecessary for the senator from Pennsylvania to assume any oratorical display on this subject.

Mr. BRODHEAD. I sid not.

Mr. BADGER. I have very great indifference whether the proposition be adopted or not. I simply made the suggestion to him of what I supposed to be some difficulty embraced in the adoption of the amendment. That is all, sir. I suggested that I was under the impression that the arrangements which have been made between the Secretary of the Navy and the contractor for the drydock, under the act of 1850, modified by the subsequent repeal of a portion of it, referred to or included this very subject; and all I wanted was, if that was so, that we should not now adopt a different arrangement.

I confess that I am not exactly pleased with the idea that the government shall let out this structure to the highest bidder. I would have them put it out to a complement person who understands its management, and who will take care of it upon just and fair terms. I would suggest that it may be more proper to let the matter rest until the Navai Committee shall have had an opportunity to consider it. I do not intend to enter into any argument or discussion of the matter. I would not, in fact, be considered as opposing it; for I introduced a proposition somewhat similar the other day, which I withdrew, objection being made, saying that, personally, I cared nothing about it.

Mr. HUNTER. I feel under some difficulty in relation to this amendment, hecause, sir, I have not the information to enable me to form a deceded judgment in relation to it. Commodore Smith told me that it would be necessary by provide some appropriation for the purpose of receiving the dock which is now shipped found, when it gets there, and for the purpose of painting it. Some into the subject has been sent to the Navy

ar from was not sent down, was that it was supposed that this mending amendment would prove sufficient, and that this Secretary could thus put it out upon such terms as would provide for these objects without further expenditure. It will wal appear augment of the reason that I am inclined to suspect everything to the distribution of the reason that I am inclined to suspect everything which be entertained the Senate some time ago. But,

shall have arrived there, for there is none now—have it in his power to exact just what prices he pleases for its use; and while he makes enormous profits to himself, and oppresses the commercial marine, the owners of private ships, he will be required to pay but a moderate compensation to the government. But if the arrangement is made under this bill by the Secretary of the Navy, he can then with propriety, and as a part of the terms of the arrangement, reserve to his department the power of controlling the charges which shall be made for the use of the dock for commercial vessels.

Mr. HUNTER. Why can he not do so under this amendment?

know more about it than I do, because the idea of letting the government pioperty does not strike me favorably. I should be willing to allow the use of our dock to merchant ships under proper arrangements. But if it is the tot be true. I may apply the total the basiness may not the total than the basiness may not the sectional dock. I have nearly the sectional dock. I have nearly the sectional dock. I have a right is overloading the deficiency bill. I understand that we shall not incurr the expense of the reception and care this dock until next fall, and shall have the naval appropriation bill before us in season to attend to this match. I should much rather that the Secretary of the Navy, of the sould much rather that the Secretary of the Navy, bound be consulted, in order that we may have a distinct understanding of the hest mode to secure the safety of the property of the United States of the United States of the service of the navy, should be consulted, in order that we may have a distinct understanding of the hest mode to secure the safety of the property of the United States of the service of the navy, should be consulted, in order that we may have a distinct understanding of the hest mode to see the safety of the property of the United States of the United States

I have no great anxiety in regard to this measure; but it seems to me reasonable enough to suppose that the government may by a contract indemnify itself to some extent for the expense of this work. But if, as I said before, the senator from California does not think it expedient, I shall not press the amendment.

Mr. CASS. Mr. President, it seems to me that there is a very easy mode of obviating this difficulty. It is clear that this dock might be put to the uses which the hotorable senator from North Carolina [Mr. Badorn] has suggested. In the hands of the contractors, unless guarded, they might put very extravagant terms upon the vessels of the commercial marine, and might forbid their going in. Now, it seems to me that if it is provided that this contract shall be made on terms that shall be advantageous to the interests of the commercial marine, as well as to the interests of the United States, for which the amendment already provides, it would be very well; with this simple addition—the Secretary of the Navy would have the whole power, and then we could hold thin responsible.

Mr. BRODHEAD called for the yeas and nays on the amendment, and they were ordered.

Mr. WELLER Mr. President, if it has been the practice of the government to suffer the merchant marine to use these dry-docks whenever application is made, and whenever they see not necessarily used by the navy, there would, as the honorable senator from New Jersey says, be no necessity for this provision. But I do not believe that has been the practice to such an extent as would enable the merchant marine floating on the Pacific occan to use this dry-dock unless there was some legislation on the subject. As a general principle, I am spotsed, as a matter of course, to all copartnership between the government and individuals. It was because I was opposed to interfering with the business of private individuals that I was constrained to vote against the appropriation for the Collins line. There was a copartnership

tive duties. It is for that reason I prefer that the amend-ment in its present shape should be adopted, in order that we may have the security which the reputation and the standing of the Secretary of the Navy can give, that that power shall be exercised, not only to protect the interests of the government of the United States, but also to accommodate all the vessels that may be found floating upon that ocean.

Then, again, it does appear to methat if anything is done.

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we may the make commercial matter, the contract of pits and operate from the last of the potential matter, the contract of pits and operate from the last of the potential matter, the contract of pits and operate from the last of the potential matter, the contract of pits and potential matter, the contract of pits and potential matter, the contract of the times of the potential matter, and the wind property and a part of the terms of the potential matter, and the wind property and a part of the terms of the potential matter, and the wind property and a part of the terms of the potential matter, and the wind property and a part of the terms of the potential matter, and the wind property and a part of the terms of the potential matter, and the wind property and a part of the terms of the potential matter, and the wind property matter and the potential matter, and the potential matter and the potential matter, and the potential matter, and will property matter and the matter of the through the potential matter, and will property matter and the matter of the potential matter, and will property matter and the matter of the potential matter, and will be property matter and the matter of the potential matter, and will be property matter and the matter of the potential matter, and will be property matter and the matter of the potential matter, and will be property matter and the matter of the potential matter, and will be property matter and the potential matter and the property matter and the potential matter, and will be property matter and the potential matter and the potential matter, and will be property matter and the matter of the potential matter, and will be property matter and the potential matter, and will be property matter and the potential matter, and the potential matter, and the potential matter, and the potential matter and the matter and the potential matter, and the potential matter, and the potential matter and the potential matter, and the potential matter and the potential matter, and the potential